

THE Pacific Commercial Advertiser

A MORNING PAPER.

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EDITOR

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THE TREASURERSHIP.

The news that D. L. Conkling, Chief Clerk of the Territory, will probably be appointed by Governor Frear as Territorial Treasurer, though unexpected, can not but be received with satisfaction generally. Mr. Conkling is a young man who has proven his worth in and out of the government service. He has a host of friends throughout the Territory, and his ability to handle the duties of the important office is undoubted by those who know him best. In matters of high finance, Mr. Conkling may not have the greatest mind in the Territory, but in matters requiring accuracy in routine, absolute honesty, faithfulness in duty and carefulness in detail, he measures up with the best. The business community generally should commend the Governor's choice.

PUBLIC HALLS AND PANICS.

On Friday evening there was a panic in the Kalihi-waena hall, a panic in which nearly six hundred people, mainly women and children, fought and trampled each other in the dark, struggling to make their way out of a narrow doorway. That there were no deaths or even serious injuries was miraculous. It was no fault of the ones who built the hall with only one exit and with the doors in that opening inward that there were not a score of funerals following Friday night's panic; it was not the fault of the authorities who gave permission for public gatherings to be held in the hall, nor was it altogether the fault of the ones who attempted to give a moving picture show under the circumstances. It was the luck of Honolulu only, the same luck that has kept down the automobile death list.

The Fire Chief should issue orders that the entrance doors of the Kalihi-waena hall must be properly reswung. It would also be the stitch in time if the Chief, or whoever is responsible, would examine the Japanese theater, on Aala street, which appears to be far from safe, and whatever other public buildings are being used in the city. The Kalihi-waena experience has been a lesson and a cheap one. The next lesson may cost something in human life.

STATUS OF CYPRUS.

Because of the Armenian massacres the island of Cyprus is now again in the public eye. By the Anglo-Turkish Convention of 1878 the Sultan promised England to introduce necessary reforms in the provinces of Asia Minor inhabited by the Armenians, and, in order to enable England to make necessary provision for executing her engagement to defend these provinces, agreed, if necessary, that Cyprus should be occupied and administered by England. This seemed a wise provision, as the island is not far from the port of Mersina, a gateway to the provinces in question. But history has shown how inefficient has been any protection to the provinces from the English forces assembled in the ports of Cyprus. The occupation of the island has not benefited the Armenians, and it is doubtful if it has benefited England. The occupation was expected to be of benefit, first of all, strategically. In 1878 the value of Cyprus as regards protection to the highway between England and India was certainly greater than today, because at that time the English did not control Egypt. At present, therefore, the strategic value of Cyprus is reduced to whatever advantage there may be in it as a base to watch any railway line of communication to India through Asia Minor to the head of the Persian Gulf. Second, it was expected that the island's augmented economic value would be quickly apparent. But it does not meet expectations. We find some explanation of this disappointment in Mr. Basil Stewart's "My Experience of Cyprus" (Dutton). After a long residence in the island, this author records his conclusion: "I can not honestly say that its retention profits us to any degree commensurate with the obligations imposed upon us as tenants." England as a "tenant" of Turkey pays a yearly tribute of over \$460,000. The tribute money, however, is never seen in Constantinople. It is paid to the foreign bondholders of the Turkish loan of 1855. England and France guaranteed that particular loan. Thus, in a certain sense, England "squares" with Turkey. But, aside from this, the island's actual value in annual money return is, according to Mr. Stewart, only about half the sum paid as rent. Whether the value can be doubled remains to be seen. It should be. The English have failed to increase the economic value of the island because, according to this author, of "our unwillingness to take advantage of the experience of the native, or to accommodate ourselves to his ways and prejudices." Instead, says Mr. Stewart, the English pursue their own forceful way of insisting upon methods which they have found advantageous elsewhere, where conditions are quite different. He admits, however, that necessary reforms have been introduced in contrast to the island's wretchedness during three centuries of Turkish misrule. Cyprus has now an honest government. An excellent police force, consisting of both Mohammedans and Christians, gives safety to life and property. Justice is administered without fear or favor, in sharp contrast with the old time, when the scalled administration of justice was a mere matter of money or influence. A certain amount of self-government has been introduced. Hundreds of miles of carriage roads have been built. The ports have been improved. Thus an island which has been the battlefield between East and West, Saracen and Crusader, Jew and Christian, Greek and Turk, may now be at the dawn of a better day. If the Armenians have not benefited by the English occupation of Cyprus, the Cypriots have.

FOR A SHIPPING REVIVAL.

That the movement to secure the revival of the American merchant marine is not slumbering is evidenced by the appearance of a bimonthly journal, entitled The American Flag, published by the Merchant Marine League of the United States, and devoted wholly to the advocacy of legislation for the benefit of American shipping. Introducing this publication, the league emphasizes the fact that it is not an organization of shipbuilders or of persons directly interested in shipping, but embraces in its membership representatives of varied industries, actuated solely by a desire to restore to the nation a valuable asset that has been needlessly and wrongfully forfeited. To quote from the initial announcement: "Realizing that trade follows the flag, realizing the benefit that will accrue to the farmer, the workman, the manufacturer, and in fact to every line of industry, by the inauguration of regular and swift steamship lines, American built, American owned and American operated, carrying mail, passengers and freight, between United States ports and the ports of South America, the Philippines, Australasia and other points with which we have now no direct communication, the members of the league, animated by sentiments almost wholly devoid of selfishness, give their financial aid and moral support to a movement that touches the welfare of every citizen of the country. The league is making the fight for right's sake and will persevere until the American flag on the seas again enjoys the commercial dignity and importance it once held among the nations of the world."

The merit of this program is self-evident and, while there may be differences of opinion as to the way in which it should be worked out, there should be none as to the desirability of the end held in view, which involves material advantages to the American people. It is not lightly to be assumed, for instance, that undertakings such as the development of our navy and the construction of the Panama canal are, because of their great cost, obstacles to the revival of our merchant marine and that, therefore, they should be frowned upon by those who have at heart the welfare of American trade. Between the opposition to ocean traffic subsidies and kindred means of promoting the establishment of American shipping on the one hand, and the support given to navy development and the canal project on the other, there is no tangible connection. That the commercial shipping industry has been neglected is due to a form of shortsightedness that is distinct and independent. It is, therefore, unwise and unjust to advocate obstruction of the navy and canal plans as a means of forcing attention to the merchant marine project. The latter should be capable of winning its way on its merits and it is not presuming too far to anticipate that it will if it is urged in an intelligent and patriotic spirit.

THE OBJECTIONABLE PICTURES.

In response to the objections voiced by The Bystander regarding some of the pictures shown in the various moving picture shows about the town, some of the proprietors explain that their supply of films and the choice of them depends upon the agencies on the Coast. They state that they have to take what the agencies choose to send them. This may be true. It may be true that the proprietors of the shows have no choice as to what they shall show, but certainly the respectable people of this city do have the choice of going to these shows or staying away, and in the end it will pay the moving picture

man best to refuse to show the indecent pictures, even if his program is shorter. The showman may have to take what he gets, but the people do not. Every week are shown here many films of an educative nature, many of clean comedy and many of interest to everybody. Sandwiched in between them are others, some simply silly and some plainly indecent. It is the latter which are objected to and which—to quote a learned authority—must go.

Around the Police Station

Chinese gamblers are becoming more and more daring recently and several joints are rumored to have opened up and doing business on a large scale. A former police informer is reported to have organized a hui and selected a house in a quiet part of the town where from a dozen to a score of well-known gamblers slip in during the evening and play paikau. Some of the joints in the Chinatown section are playing warily. It is said that the Chinese have taken advantage of the activity of the police in strike matters to commence opening up the old joints. There have been few arrests among Chinese for gambling.

Vickery Bags a Few.

Detective Vickery bagged a number of crap players yesterday afternoon, several of them being Portuguese youths. They were rolling the bones merrily.

Mannell Silva, auto-driver, is no more; Mannell Silva, hack-driver, redi-vivus.

Appearing in police court Saturday morning to answer to a charge of heedless and reckless driving of a motor car, Mannell entered a plea of guilty as charged and was given a fine of \$1 and costs. The smallness of the fine was due to the fact that Mannell, of his own volition, surrendered his license to drive an automobile. Though he may have been forced into this action from the fact that the von Hamm-Young company took away the machine he has been driving, his statement to the effect that hereafter the old hack would be good enough for Mannell was sufficient to cause His Honor to judge mildly.

Judge Humphreys, who made such an eloquent plea for Mannell the other day in a previous case, did not appear. Silva having made him acquainted with the contemplated action. An appeal in the matter of the Vieira case, in which Silva was fined the sum of \$25 and costs, has already been taken to the Circuit Court, but Mannell has announced that perhaps the automobile business covers too vast a scope for him, and hereafter he will confine his operations to the less-paying, but certainly safer for the public, one-hoss shay.

Sneak Thieves at School.

That thieves of the sneak variety were working in the Central Grammar School the other day, while the closing exercises were being held, is the belief of the police, and Joe Leal, Chief of Detectives, is now working on the case which has been reported to him. One of the schoolboys found a purse on the floor after the visitors had left the building on the day of the closing exercises. He told another lad of his find, and they agreed that the pocket-book should be given to the principal. As that person happened to be very busy at the time, the boys left the purse on one of the desks, intending to inform the principal later. In the meantime, a lady came back to the building and asked if anyone had found her purse. The boys took her to the desk where they had left the purse—but it was nowhere to be seen. The boys have told a straight story to Leal, and have reported that another loss was noticed about the school building at a previous time. This makes the Chief think that a systematic sneak thief has been at work. He is now working on the case and feels confident that he will be able to land the right person very shortly.

ITEMS FROM THE KOHALA MIDGET.

KOHALA, June 23.—Miss Miriam Hall, of San Rafael, Cal., is to visit Mrs. R. R. Hind July 2. Four years ago Miss Hall won the tennis championship of the Pacific Coast, and two years ago she and Miss Sutton won the doubles. She is also a violinist of considerable repute. Kohala society felicitates itself on such an acquisition. Among recent pilgrims to Honolulu was Miss Kate Wight. Mrs. Capwell expects to leave Friday.

The Honomakou school abandoned its sessions on Wednesday of last week in

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Ehlers

WHOSE SALES ARE SALES.

deference to a load of rank-smelling fertilizer piled by the roadside near its windows. What makes cane grow does not make the young idea shoot. The Hawi tennis court has been the scene of some interesting tennis matches during the past two weeks, and through the hospitality of Mrs. Austin and Mrs. Renton Hind the enthusiasts have thoroughly enjoyed themselves. Among those who have played and who are anxious to form a tennis club are: Mrs. Atkins-Wight, Mrs. Beckley, Mrs. Renton Hind, Messrs. Atkins, Wight, Stillman, Paetow, Austin, Renton Hind, Hale Austin, and Beckley. The next event in order will be a tournament with the usual entries.

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